

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

55

Lunenburg County
Town of Kenbridge
Town of Victoria

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- | | | |
|--|----------------------|--|
| North
 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |

Special Routes

- | | |
|---|---------------------------|
|  | Bus - Business Route |
|  | Bypass - Bypass Route |
|  | Truck - Truck Route |
|  | ALT - Alternate Route |
|  | Wye - Wye Route connector |
-
- | | |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
-
- | | |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
|---|---|

Virginia Department of Transportation
Mobility Management Division

2003

Annual Average Daily Traffic Volume Estimates By Section of Route
Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
40	12.70	880	G	90%	0%	4%	1%	5%	0%		C	0.073	F	0.612	880	G	2003
40	0.14	2400	G	92%	0%	3%	1%	4%	0%		F	0.076	F	0.507	2400	G	2003
40	2.17	3000	G	92%	0%	3%	1%	4%	0%		C	0.075	F	0.594	2900	G	2003
Town of Victoria																	
40	1.08	3000	N	92%	0%	3%	1%	4%	0%		N	0.075	N	0.594	2900	N	2003
40	0.81	6100	G	93%	0%	3%	1%	3%	0%		F	0.085	F	0.516	6000	G	2003
40	0.02	5300	G	93%	0%	3%	1%	3%	0%		C	0.084	F	0.54	5200	G	2003
Lunenburg County																	
40	3.74	5300	N	93%	0%	3%	1%	3%	0%		N	0.084	N	0.54	5200	N	2003
Town of Kenbridge																	
40	1.33	5300	N	93%	0%	3%	1%	3%	0%		N	0.084	N	0.54	5200	N	2003
40	0.89	6200	G	93%	0%	3%	1%	3%	0%		F	0.088	F	0.517	6100	G	2003
40	0.66	3600	G	93%	0%	3%	1%	3%	0%		F	0.088	F	0.544	3500	G	2003
Lunenburg County																	
40	4.00	3600	N	93%	0%	3%	1%	3%	0%		N	0.088	N	0.544	3500	N	2003
Town of Victoria																	
49	11.28	990	G	89%	0%	4%	1%	6%	0%		C	0.092	F	0.517	980	G	2003
49	0.14	2400	G	92%	0%	3%	1%	4%	0%		F	0.076	F	0.507	2400	G	2003
49	2.17	3000	G	92%	0%	3%	1%	4%	0%		C	0.075	F	0.594	2900	G	2003
Lunenburg County																	
49	4.88	3000	N	92%	0%	4%	1%	3%	0%		N	0.082	N	0.524	3000	N	2003
Town of Kenbridge																	
137	1.13	4800	G	87%	1%	4%	0%	8%	0%		F	0.086	F	0.564	4700	G	2003

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail										
Lunenburg County																			
137	0.74	4800	N			From ECL Kenbridge	87%	1%	4%	0%	8%	0%	N	0.086	N	0.564	4700	N	2003
137	1.93	3400	G			To 55-601	87%	1%	4%	0%	8%	0%	F	0.085	F	0.532	3400	G	2003
137	4.67	1000	G			From SR 138 Lafoons Corner	87%	1%	4%	0%	8%	0%	C	0.088	F	0.630	1000	G	2003
						To Brunswick County Line													
138	9.83	2200	G			From Mecklenburg County Line	90%	1%	3%	1%	5%	0%	C	0.089	F	0.587	2200	G	2003
138 137	1.93	3400	G			To SR 137 Lafoons Corner	87%	1%	4%	0%	8%	0%	F	0.085	F	0.532	3400	G	2003
138 137	0.74	4800	N			From 55-601	87%	1%	4%	0%	8%	0%	N	0.086	N	0.564	4700	N	2003
						To CL Kenbridge													
Town of Kenbridge																			
138 137	1.13	4800	G			From CL Kenbridge	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G	2003
						To SR 40													
Lunenburg County																			
600	0.90	220	R			From SR 40							NA			NA		1998	
						To 55-601 SOUTH													
600	1.00	160	R			From 55-601 NORTH							NA			NA		1998	
						To 1.00 ME 55-601													
600	1.30	80	R			To 55-627							NA			NA		03/19/2001	
						From SR 137													
601	2.00	790	G			93% 0% 3% 1% 2% 0%							C	0.095	F	0.521	780	G	2003
						To 55-714							F	0.095	F	0.617	720	G	2003
601	0.90	720	G			93% 0% 3% 1% 2% 0%													
						To 55-600 North							F	0.092	F	0.62	640	G	2003
601	1.60	650	G			93% 0% 3% 1% 2% 0%													
						To SR 40													
602	2.10	20	R			From 55-621							NA			NA		05/03/2001	
						To 55-668													
602	1.70	130	R			From 55-638 SOUTH							NA			NA		05/03/2001	
						To 55-638 NORTH													
602	0.20	70	R			From 0.50 MN 55-638							NA			NA		05/10/2001	
						To 55-619													
602	1.30	49	R			From 55-696							NA			NA		1998	
						To 55-616													
602	2.50	130	R			From 55-608							NA			NA		1998	
						To SR 137													
602	0.30	90	R			From 55-608							NA			NA		1998	
						To SR 137													
602	2.00	160	R			From 55-608							NA			NA		1998	

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Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail										
Lunenburg County																			
(603)	2.30	30	R			From	55-602; 55-618							NA	NA	03/19/2001			
						To	55-617 West												
(603)	1.80	150	R			From	55-617 East							NA	NA	1998			
						To	SR 137 South												
(603)	0.90	240	R			From	SR 137 North							NA	NA	1998			
						To	55-616 East												
(603)	1.50	70	R			From	55-616 West							NA	NA	1998			
						To	55-711												
(603)	1.20	80	R			From		55-645						NA	NA	03/19/2001			
						To		SR 137											
(604)	0.35	250	R			From		55-616						NA	NA	03/19/2001			
						To													
(604)	2.15	200	R			From		55-645						NA	NA	03/19/2001			
						To		55-601											
(605)	2.20	30	R			From		SR 137						NA	NA	03/19/2001			
						To	55-645												
(606)	0.50	50	R			From		Dead End						NA	NA	03/19/2001			
						To	SR 137												
(607)	1.50	90	R			From		55-609						NA	NA	04/30/2001			
						To		1.50 MW 55-609											
(607)	2.10	340	R			From			SCL KENBRIDGE					NA	NA	1998			
						To													
(608)	0.35	60	R			From		Dead End						NA	NA	03/19/2001			
						To	55-616												
(608)	0.20	40	R			From		55-602						NA	NA	03/19/2001			
						To		55-613											
(609)	3.80	140	R			From			SR 137					NA	NA	04/30/2001			
						To		SR 138											
(610)	3.70	240	R			From			SR 138					NA	NA	05/10/2001			
						To	55-602												
(611)	3.00	60	R			From		SR 138 SOUTH						NA	NA	05/03/2001			
						To		SR 138 NORTH											
(612)	2.10	120	R			From		SR 138						NA	NA	05/03/2001			
						To	55-718												
(612)	2.90	46	R			From		55-613						NA	NA	05/03/2001			
						To		55-635											
(613)	2.90	110	R			From			55-635					NA	NA	04/18/2001			
						To		55-637											
(613)	2.90	150	G			From	89%	0%	5%	1%	5%	0%	F	0.118	F	0.55	150	G	2003
						To		55-609											

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Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(613)	1.90	200	G	89%	0%	5%	1%	5%	0%	From 55-609 To SR 138	C	0.097	F	0.571	190	G	2003
(614)	2.90	110	R			From 55-635 To 55-637					NA			NA		04/18/2001	
(615)	3.60	120	R			From 55-601 To Brunswick County Line					NA			NA		03/19/2001	
(616)	2.40	270	G	88%	1%	5%	1%	5%	0%	From 55-602 To SR 137	C	0.087	F	0.625	270	G	2003
(616)	1.50	240	G	88%	1%	5%	1%	5%	0%	From SR 137 To Brunswick County Line	F	0.101	F	0.642	230	G	2003
(617)	2.50	340	R			From SR 138 To 55-602					NA			NA		03/19/2001	
(617)	1.84	190	R			From 55-602 To Brunswick County Line					NA			NA		03/19/2001	
(618)	0.90	160	R			From 55-602 To Brunswick County Line					NA			NA		03/19/2001	
(619)	1.80	90	R			From SR 138 To 55-610 NORTH					NA			NA		1998	
(619)	1.10	80	R			From 55-610 NORTH To 55-610 SOUTH					NA			NA		05/10/2001	
(619)	0.90	30	R			From 55-696 To 55-602					NA			NA		05/10/2001	
(619)	0.70	40	R			From 55-602 To Brunswick County Line					NA			NA		1998	
(620)	2.20	45	R			From 55-621 To 55-638					NA			NA		05/03/2001	
(620)	0.30	60	R			From 55-638 To Brunswick County Line					NA			NA		1998	
(621)	0.50	80	R			From Mecklenburg County Line To 55-602					NA			NA		05/03/2001	
(621)	0.10	80	R			From 55-602 To 55-620					NA			NA		05/03/2001	
(621)	0.50	60	R			From 55-620 To Brunswick County Line					NA			NA		05/03/2001	
(622)	4.35	30	R			From Dead End To 55-712					NA			NA		03/12/2001	
(622)	0.60	60	R			From 55-712 To 55-634					NA			NA		1998	
(622)	3.19	40	R			From 55-634 To 55-677					NA			NA		1998	
(622)	0.40	320	R			From 55-677 To SR 49					NA			NA		1998	

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Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(622)	2.80	380	G	90%	1%	4%	3%	3%	0%	SR 49	C	0.112	F	0.558	380	G	2003
(622)	2.60	560	G	90%	1%	4%	3%	3%	0%	To 55-692	F	0.158	F	0.791	550	G	2003
(622)	3.57	390	G	90%	1%	4%	3%	3%	0%	To 55-691 Charlotte County Line	F	0.105	F	0.671	390	G	2003
(623)	4.41	230	R			From 55-695					NA			NA		03/12/2001	
(624)	0.40	40	R			To 55-630					NA			NA		04/24/2001	
(625)	4.70	160	R			From 55-625					NA			NA		04/24/2001	
(626)	3.10	140	R			To 55-662					NA			NA		03/15/2001	
(626)	3.72	260	G	94%	1%	2%	1%	1%	0%	SR 40	C	0.099	F	0.72	260	G	2003
(626)	1.20	110	G	94%	1%	2%	1%	1%	0%	To 55-666	F	0.122	F	0.542	110	G	2003
(626)	5.40	250	R			From 55-662 WEST					NA			NA		04/24/2001	
(626)	1.84	150	R			To 55-662 EAST					NA			NA		04/24/2001	
(627)	1.90	30	R			From 55-723 SOUTH					NA			NA		03/19/2001	
(627)	0.90	50	R			To 55-723 NORTH					NA			NA		03/19/2001	
(627)	0.77	170	R			From 55-645					NA			NA		1998	
(628)	1.60	200	R			To Nottoway County Line					NA			NA		03/15/2001	
(628)	0.50	210	R			From Charlotte County Line					NA			NA		03/15/2001	
(628)	2.21	230	R			To 55-687 WEST					NA			NA		03/15/2001	
(628)	2.80	150	R			From 55-687 WEST; 55-688					NA			NA		04/09/2001	
(628)	0.95	370	R			To 55-687 EAST					NA			NA		03/12/2001	
(628)	2.18	120	G	96%	0%	3%	1%	0%	0%	To 55-632	F	0.155	F	0.59	120	G	2003
(630)	2.52	260	G	96%	0%	3%	1%	0%	0%	To 55-631 EAST	C	0.127	F	0.613	260	G	2003
						SR 49											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year					
						2Axle	3+Axle	1Trail	2Trail											
Lunenburg County																				
(631)	1.10	30	R			From: Mecklenburg County Line								NA	NA	03/12/2001				
						To: 55-632														
(631)	1.60	30	R			From: 55-632; 55-717								NA	NA	03/12/2001				
						To: 1.60 MN 55-632														
(631)	0.10	30	R			From: 55-630 WEST								NA	NA	1998				
						To: 55-630 EAST														
(631)	2.00	60	R			From: 55-694								NA	NA	03/12/2001				
						To: 55-744								NA	NA	03/12/2001				
(631)	0.20	100	R			From: 55-622								NA	NA	03/12/2001				
						To: Mecklenburg County Line														
(632)	1.50	180	R			From: 55-631; 55-717								NA	NA	03/12/2001				
						To: 55-630; 55-760								NA	NA	03/12/2001				
						From: Mecklenburg County Line														
(633)	1.46	40	R			To: 1.46 MN of CL								NA	NA	06/14/2001				
						From: SR 49														
						To: Mecklenburg County Line														
(634)	2.66	160	R			From: 55-622								NA	NA	1992				
						To: Mecklenburg County Line														
(635)	1.08	340	R			From: 55-641								NA	NA	04/18/2001				
						To: 55-640														
(635)	2.39	350	R			From: 55-639								NA	NA	04/18/2001				
						To: 55-655														
(635)	0.41	490	G			From: 93% 1% 4% 1% 2% 0%							F	0.093	F	0.646	490	G	2003	
						To: 55-643														
(635)	4.44	500	G			From: 93% 1% 4% 1% 2% 0%							F	0.099	F	0.53	500	G	2003	
						To: SR 40														
						From: Mecklenburg County Line														
(636)	0.93	260	R			To: 55-640								NA	NA	05/03/2001				
						From: 55-637														
(636)	2.10	150	R			To: Mecklenburg County Line								NA	NA	05/03/2001				
						To: 55-718														
(637)	1.79	430	R			From: 55-636								NA	NA	05/03/2001				
						To: 55-613														
(637)	2.47	340	R			From: 95% 0% 2% 0% 2% 0%							F	0.105	F	0.633	460	G	2003	
						To: 55-647														
(637)	2.29	460	G			From: 95% 0% 2% 0% 2% 0%														
						To: 55-647								F	0.103	F	0.546	440	G	2003

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Annual Average Daily Traffic Volume Estimates By Section of Route
Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(637)	2.15	710	G	95%	0%	2%	0%	2%	0%	From 55-647	F	0.1	F	0.65	700	G	2003
(637)	1.41	1300	G	95%	0%	2%	0%	2%	0%	To 55-655	F	0.088	F	0.540	1300	G	2003
(637)	0.01	1700	G	95%	0%	2%	0%	2%	0%	To 55-1129	C	0.085	F	0.694	1600	G	2003
										To SCL Kenbridge							
Town of Kenbridge																	
(637)	0.57	1700	N	95%	0%	2%	0%	2%	0%	From SCL Kenbridge	N	0.085	N	0.694	1600	N	2003
										To SR 40							
Lunenburg County																	
(638)	1.80	130	R							From SR 138					NA	NA	1998
(638)	0.10	80	R							To 55-696					NA	NA	1998
(638)	0.50	90	R							From 0.10 ME 55-696					NA	NA	05/10/2001
(638)	1.00	30	R							To 55-602 SOUTH					NA	NA	05/10/2001
(639)	1.20	90	R							From 55-602 NORTH					NA	NA	04/18/2001
(639)	0.50	30	R							To 55-620					NA	NA	04/18/2001
(640)	3.10	270	R							From 55-635					NA	NA	04/18/2001
(641)	2.50	100	R							To 55-635					NA	NA	04/19/2001
(642)	1.90	60	R							From Dead End					NA	NA	04/18/2001
(643)	2.70	30	R							To 55-655					NA	NA	04/18/2001
(643)	2.70	60	R							From 55-640					NA	NA	04/18/2001
(643)	1.28	120	R							To 55-635 NORTH					NA	NA	04/18/2001
(643)	2.22	130	R							From 55-635 SOUTH					NA	NA	04/18/2001
(644)	1.90	40	R							To 55-644					NA	NA	04/18/2001
(644)	2.20	210	R							From 1.28 M FRM 55-644					NA	NA	04/18/2001
(644)	1.60	180	R							To 55-655					NA	NA	05/03/2001
(645)	3.40	160	G	97%	0%	2%	0%	1%	0%	From SR 137	C	0.153	F	0.593	160	G	2003
(645)	1.60									To 55-627					NA	NA	03/19/2001
										To Brunswick County Line							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year					
						2Axle	3+Axle	1Trail	2Trail											
Lunenburg County																				
(646)	0.70	120	R			From	55-655							NA		05/03/2001				
(646)	2.60	80	R			To	55-647							NA		05/03/2001				
(646)	0.35	90	R			To	55-637							NA		03/27/2001				
(646)	0.75	60	R			From	55-756							NA		03/27/2001				
(646)						To	Dead End													
(647)	0.90	30	R			From	55-635							NA		05/03/2001				
(647)	1.80	100	R			To	55-646							NA		05/03/2001				
(647)	1.00	80	R			From	55-637							NA		03/27/2001				
(647)	1.50	60	R			To	55-648							NA		03/27/2001				
(648)	1.75	80	R			From	55-647							NA		03/27/2001				
(648)	0.06	120	R			To	1.76 MN 55-647							NA		03/27/2001				
(649)	2.00	160	R			From	SR 40							NA		03/19/2001				
(650)	1.05	45	R			To	Dead End													
(651)	3.20	160	R			From	55-651							NA		05/10/2001				
(651)						To	55-653													
(652)	2.30	370	G			From	55-655	95%	0%	3%	0%	0%	0%	F	0.095	F	0.727	370	G	2003
(652)						To	SR 40 EAST													
(652)	1.33	230	G			From	SR 40 WEST	95%	0%	3%	0%	0%	0%	C	0.142	F	0.5	220	G	2003
(652)						To	55-663													
(652)	1.40	190	R			From	55-653 WEST							NA						04/30/2001
(652)						To	55-653 EAST													
(652)	1.40	200	R											NA						04/30/2001
(652)	1.90	290	G			From	55-651	95%	0%	3%	0%	0%	0%	F	0.11	F	0.590	290	G	2003
(652)						To	SR 49													
Town of Victoria																				
(653)	1.02	390	G			From	SR 49	97%	0%	2%	0%	1%	0%	F	0.107	F	0.544	390	G	2003
(653)						To	ECL Victoria													
Lunenburg County																				
(653)	2.37	390	N			From	ECL Victoria	97%	0%	2%	0%	1%	0%	N	0.107	N	0.544	390	N	2003
(653)						To	55-652 WEST													
(653)	4.23	760	G			From	55-652 WEST	97%	0%	2%	0%	1%	0%	F	0.109	F	0.646	760	G	2003
(653)						To	NCL KENBRIDGE													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
(653)	0.28	940	G	97%	0%	2%	0%	1%	0%	F	0.098	F	0.604	930	G	2003
(653)	0.22	890	G	97%	0%	2%	0%	1%	0%	C	0.098	F	0.518	880	G	2003
(653)	0.12	1100	G	94%	0%	2%	2%	1%	0%	C	0.092	F	0.574	1100	G	2003
Lunenburg County																
(654)	2.90	130	R	From	55-635				NA	NA	NA	NA	NA	NA	05/03/2001	
(655)	1.59	160	R	To	55-655				NA	NA	NA	NA	NA	NA	04/18/2001	
(655)	8.80	180	R	From	55-635				NA	NA	NA	NA	NA	NA	04/18/2001	
(655)	3.37	600	G	95%	1%	3%	1%	1%	0%	C	0.081	F	0.583	600	G	2003
(656)	1.90	40	R	From	Dead End				NA	NA	NA	NA	NA	NA	03/24/2001	
(657)	1.50	40	R	To	55-626				NA	NA	NA	NA	NA	NA	04/18/2001	
(658)	1.60	60	R	From	Dead End				NA	NA	NA	NA	NA	NA	06/14/2001	
(659)	1.29	100	R	To	55-655				NA	NA	NA	NA	NA	NA	1998	
(659)	1.71	130	R	From	55-712				NA	NA	NA	NA	NA	NA	1998	
(659)	0.29	120	R	To	55-675				NA	NA	NA	NA	NA	NA	1998	
(659)	0.73	120	R	From	1.30 MS 55-675				NA	NA	NA	NA	NA	NA	05/03/2001	
(659)	1.40	120	R	To	3.01 MN 55-675				NA	NA	NA	NA	NA	NA	1998	
(660)	0.80	10	R	From	Dead End				NA	NA	NA	NA	NA	NA	05/10/2001	
(661)	2.13	260	R	To	SR 138				NA	NA	NA	NA	NA	NA	05/10/2001	
Town of Victoria																
(661)	0.57	260	R	From	SCL Victoria				NA	NA	NA	NA	NA	NA	05/10/2001	
(661)	0.05	1100	R	To	55-734				NA	NA	NA	NA	NA	NA	05/10/2001	
(661)	0.18	2600	R	From	55-1024				NA	NA	NA	NA	NA	NA	05/10/2001	
(662)	0.07	20	R	To	SR 40				NA	NA	NA	NA	NA	NA	04/17/2001	
				From	Dead End				NA	NA	NA	NA	NA	NA		
				To	55-1011				NA	NA	NA	NA	NA	NA		

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Victoria																	
(662)	0.13	100	G	96%	0%	2%	0%	1%	0%	From 55-1011	F	0.158	F	0.75	100	G	2003
(662)	0.26	210	G	96%	0%	2%	0%	1%	0%	To 55-1038	F	0.124	F	0.623	210	G	2003
(662)	0.06	480	G	96%	0%	2%	0%	1%	0%	To 55-1015	F	0.095	F	0.660	480	G	2003
(662)	0.10	560	G	96%	0%	2%	0%	1%	0%	To 55-1002	F	0.128	F	0.527	550	G	2003
(662)	0.46	1600	G	96%	0%	2%	0%	1%	0%	To SR 49	C	0.097	F	0.628	1600	G	2003
(662)	0.22	1400	G	96%	0%	2%	0%	1%	0%	To 55-1034	F	0.096	F	0.636	1400	G	2003
(662)										From WCL Victoria							
Lunenburg County																	
(662)	0.42	1400	N	96%	0%	2%	0%	1%	0%	From WCL Victoria	N	0.096	N	0.636	1400	N	2003
(662)	2.75	1100	R							To 55-716; 55-737					NA	NA	05/10/2001
(662)	1.15	450	R							To 55-666					NA	NA	04/09/2001
(662)	4.29	310	R							To 55-626					NA	NA	04/09/2001
(662)	1.20	370	R							To 55-625					NA	NA	04/09/2001
(663)	2.12	440	R							To Prince Edward County Line					NA	NA	05/10/2001
(663)										From SR 40					NA	NA	05/10/2001
(663)	1.25	120	R							To 2.12 MN SR 40					NA	NA	05/10/2001
(664)	3.50	80	R							To 55-652					NA	NA	04/24/2001
(665)	2.60	110	R							From SR 49					NA	NA	04/24/2001
(666)	1.50	300	G	95%	1%	3%	1%	1%	0%	To 55-626	C	0.081	F	0.6	300	G	2003
(667)	1.39	100	R							To 55-662					NA	NA	05/07/2001
(667)	0.91	180	R							To 1.39 ME 55-662					NA	NA	05/07/2001
(667)	0.54	90	R							To 55-669					NA	NA	1998
(667)										To WCL VICTORIA					NA	NA	1998
Town of Victoria																	
(667)	0.26	180	R							To WCL VICTORIA					NA	NA	1998
(667)										To 55-1008					NA	NA	1998
Lunenburg County																	
(668)	1.70	220	R							From 55-602					NA	NA	05/03/2001
(668)										To SR 138					NA	NA	05/03/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail										
Lunenburg County																			
(669)	0.20	50	R			From	55-670							NA	NA	04/09/2001			
(669)	2.10	50	R			To	55-722							NA	NA	04/09/2001			
						To	55-667												
(670)	0.70	40	R			From	Dead End							NA	NA	04/09/2001			
						To	SR 40 WEST												
(670)	2.80	190	R			From	SR 40 EAST							NA	NA	1998			
						To	55-680												
						From	55-655												
(671)	3.00	80	R			To	55-672							NA	NA	04/18/2001			
						To	55-675												
(671)	1.90	160	R			From	Dead End							NA	NA	04/18/2001			
						To	55-671												
(672)	1.60	40	R			From	Dead End							NA	NA	04/18/2001			
						To	55-671												
(673)	1.30	30	R			From	Dead End							NA	NA	04/18/2001			
						To	55-671												
(674)	0.85	60	R			From	SR 49							NA	NA	04/18/2001			
						To	0.85 ME SR 49												
(674)	0.05	49	R			From	55-675							NA	NA	1998			
						To	55-675												
(675)	1.60	70	R			From	Dead End							NA	NA	04/18/2001			
						To	1.60 MN Dead End												
(675)	0.10	70	R			From	55-674							NA	NA	1998			
						To	55-674												
(675)	0.90	140	R			From	55-671							NA	NA	1998			
						From	98%	0%	1%	0%	1%	0%	F	0.086	F	0.567	340	G	2003
(675)	1.40	340	G			To	55-659												
						To	98%	0%	1%	0%	1%	0%	C	0.088	F	0.587	700	G	2003
(675)	0.50	700	G			To	SR 49												
						From	55-622												
(676)	0.90	20	R			To	Dead End							NA	NA	03/12/2001			
						From	Dead End												
(677)	0.77	60	R			To	0.77 MN Dead End							NA	NA	03/12/2001			
						To	55-622												
(677)	0.03	60	R			From	55-680							NA	NA	03/12/2001			
						To	55-626 WEST												
(678)	2.50	60	R			From	55-626 EAST							NA	NA	03/15/2001			
						To	55-679												
(678)	0.60	190	R			From	55-704							NA	NA	1998			
						To	55-704												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(678)	0.15	40	R			From	55-704						NA	NA	1998	
(678)	4.45	60	R			To	0.15 MN 55-704						NA	NA	03/15/2001	
(679)	0.85	80	R			To	Prince Edward County Line						NA	NA	04/09/2001	
(679)	0.07	80	R			From	55-678						NA	NA	1998	
(680)	0.90	48	R			To	0.85 MN 55-678						NA	NA	04/09/2001	
(680)	2.10	70	R			From	55-662						NA	NA	04/09/2001	
(680)	0.50	60	R			From	55-690						NA	NA	04/09/2001	
(680)	0.40	70	R			To	55-689						NA	NA	04/09/2001	
(680)	0.10	90	R			From	55-681						NA	NA	04/09/2001	
(680)	1.50	90	R			To	0.50 MN 55-681						NA	NA	1998	
(680)	0.20	90	R			From	SR 40						NA	NA	1998	
(680)	0.10	110	R			To	0.10 MN SR 40						NA	NA	1998	
(680)	0.20	80	R			From	0.10 N SR 40						NA	NA	03/15/2001	
(680)	1.50	90	R			To	55-678						NA	NA	03/15/2001	
(680)	0.20	90	R			From	1.50 MN 55-678						NA	NA	1998	
(680)	0.90	150	R			To	55-670						NA	NA	1998	
(680)	0.05	70	R			From	55-666						NA	NA	1998	
(681)	0.10	110	R			To	55-662						NA	NA	04/09/2001	
(682)	1.50	70	R			From	SR 40						NA	NA	03/15/2001	
(683)	3.47	190	G	90%	2%	6%	0%	1%	0%	C	0.105	F	0.55	190	G	2003
(683)	2.23	390	G	90%	2%	6%	0%	1%	0%	F	0.107	F	0.551	390	G	2003
(684)	1.90	70	R			To	Prince Edward County Line						NA	NA	03/15/2001	
(684)	1.44	500	R			From	55-685						NA	NA	03/15/2001	
(685)	4.20	80	R			To	55-701						NA	NA	03/15/2001	
(685)	1.44	500	R			From	55-683						NA	NA	03/15/2001	
(686)	1.40	47	R			To	55-684						NA	NA	05/03/2001	
(686)	1.40	47	R			From	US 360						NA	NA	05/03/2001	
(686)	1.40	47	R			To	Dead End						NA	NA	05/03/2001	
(686)	1.40	47	R			From	55-637						NA	NA	05/03/2001	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(687)	1.60	260	R			From	SR 40						NA	NA	1998
						To	55-628 W; 55-688								
(687)	2.60	20	R			From	55-628 EAST						NA	NA	03/15/2001
						To	55-685								
(688)	1.30	120	R			From	55-630						NA	NA	1998
						To	55-623 WEST								
(688)	3.80	190	R			From	55-623 EAST						NA	NA	1998
						To	55-622 WEST								
(688)	2.42	250	R			From	55-622 EAST						NA	NA	1998
						To	SR 40 EAST								
(688)	2.50	200	R			From	SR 40 WEST						NA	NA	03/15/2001
						To	55-687								
(689)	2.29	100	R			From	55-680						NA	NA	05/10/2001
						To	2.30 MN 55-680								
(689)	1.01	120	R			From	SR 40 WEST						NA	NA	05/10/2001
						To	SR 40 EAST								
(689)	1.00	40	R			From	55-626						NA	NA	03/15/2001
						To	SR 49								
(690)	1.60	50	R			From	55-692						NA	NA	04/09/2001
						To	55-680								
(690)	1.70	60	R			From	55-691						NA	NA	04/09/2001
						To	SR 40								
(690)	2.50	60	R			From	55-622						NA	NA	04/09/2001
						To	55-690								
(691)	2.70	150	R			From	55-622						NA	NA	04/09/2001
						To	55-690								
(692)	1.50	90	R			From	55-622						NA	NA	1998
						To	1.50 ME 55-622								
(692)	1.70	60	R			From	55-690						NA	NA	04/09/2001
						To	SR 49								
(693)	0.35	49	R			From	55-562						NA	NA	04/24/2001
						To	55-623								
(694)	2.40	40	R			From	55-623						NA	NA	03/12/2001
						To	55-631								
(694)	2.10	48	R			From	SR 49						NA	NA	03/12/2001
						To	Dead End								
(694)	1.35	30	R			From	55-623						NA	NA	03/12/2001
						To	55-622								
(695)	2.60	120	R			From	55-622						NA	NA	04/09/2001
						To	55-622								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(696)	1.20	70	R			From	55-638					NA		NA	NA	05/10/2001	
(696)	1.40	30	R			To	55-619					NA		NA	NA	05/10/2001	
						To	55-602										
Town of Kenbridge																	
(697)	0.13	430	R			From	SR 40					NA		NA	NA	1998	
						To	NCL Kenbridge										
Lunenburg County																	
(697)	0.87	430	N			From	NCL Kenbridge					NA		NA	NA	1998	
(697)	0.60	30	R			To	1.00 MN SR 40					NA		NA	NA	03/19/2001	
						To	Dead End										
(698)	0.50	110	R			From	Dead End					NA		NA	NA	03/15/2001	
						To	55-628										
(700)	1.60	80	R			From	55-685					NA		NA	NA	03/15/2001	
						To	55-683										
(701)	0.70	80	G			From	US 360 WEST				81%	2%	11%	1%	6%	0%	C 0.154 F 0.6 80 G 2003
						To	55-684										
(701)	2.00	390	G			From	Prince Edward County Line				81%	2%	11%	1%	6%	0%	F 0.104 F 0.675 390 G 2003
						To											
(702)	0.90	90	R			From	55-622						NA		NA	03/12/2001	
						To	55-742										
(702)	0.30	20	R			To	Dead End						NA		NA	03/12/2001	
						From	Dead End										
(703)	0.20	90	R			To	55-726						NA		NA	03/15/2001	
						From	Dead End										
(704)	1.20	60	R			To	55-678						NA		NA	03/15/2001	
						From	Dead End										
(705)	2.10	50	R			To	55-613						NA		NA	03/19/2001	
						From	SR 40										
(706)	0.70	46	R			To	Dead End						NA		NA	04/09/2001	
						From	55-9924										
(707)	0.05	110	R			To	SR 40 EAST						NA		NA	05/14/2001	
						From	55-610										
(708)	0.80	80	R			To	Dead End						NA		NA	03/19/2001	
						From	SR 49										
(709)	0.89	250	R			To	0.90 ME SR 49						NA		NA	1998	
						From	55-651; 55-652										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(710)	0.01	150	R			From	SR 40					NA		NA	03/27/2001
						To	WCL KENBRIDGE								
Town of Kenbridge															
(710)	0.04	140	R			From	WCL KENBRIDGE					NA		NA	03/27/2001
						To	NCL KENBRIDGE								
Lunenburg County															
(710)	0.04	140	R			From	NCL KENBRIDGE					NA		NA	03/27/2001
						To	55-772								
(710)	0.74	80	R			From	Dead End					NA		NA	03/27/2001
						To	55-603								
(711)	0.80	80	R			From	Brunswick County Line					NA		NA	03/19/2001
						To	55-622					NA		NA	1998
(712)	0.60	70	R			From	0.60 ME 55-622								
						To	2.50 ME 55-622					NA		NA	04/18/2001
(712)	0.30	80	R			From	55-658					NA		NA	1998
						To	55-655								
(712)	1.09	80	R			From	55-658					NA		NA	1998
						To	55-655								
(713)	0.60	40	R			From	Dead End					NA		NA	03/27/2001
						To	55-637								
(714)	1.30	30	R			From	55-601					NA		NA	03/19/2001
						To	Dead End								
(714)	0.80	40	R			From	55-645					NA		NA	03/19/2001
						To	55-626								
(715)	0.70	50	R			From	Dead End					NA		NA	04/09/2001
						To	55-626								
(716)	0.69	320	R			From	55-662; 55-737					NA		NA	1998
						To	0.70 MN 55-662								
(716)	0.41	40	R			From	Dead End					NA		NA	1998
						To	Dead End								
(717)	1.00	60	R			From	Dead End					NA		NA	03/12/2001
						To	55-631; 55-632								
(718)	2.10	40	R			From	55-637					NA		NA	06/14/2001
						To	55-612								
(719)	1.50	40	R			From	55-630					NA		NA	03/12/2001
						To	1.50 MN 55-630								
(719)	0.20	50	R			From	1.70 MN 55-630					NA		NA	03/12/2001
						To	55-623								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail										
Lunenburg County																			
(720)	0.80	100	R			From	Dead End							NA	NA	03/15/2001			
						To	55-701												
(721)	2.80	50	R			From	55-662							NA	NA	04/09/2001			
						To	55-626												
(722)	0.90	70	R			From	SR 40							NA	NA	04/09/2001			
						To	55-669												
(723)	1.55	1300	G			From	SR 49				C	0.097	F	0.618	1300	G	2003		
						To	55-739												
(723)	3.00	1200	G			From	93%	1%	2%	1%	3%	0%	F	0.094	F	0.647	1200	G	2003
						To	Nottoway County Line												
(724)	1.00	170	R			From	Dead End							NA	NA	05/03/2001			
						To	55-635												
(725)	0.40	70	R			From	Dead End							NA	NA	04/30/2001			
						To	55-652												
Town of Victoria																			
(726)	0.25	150	R			From	SR 49							NA	NA	1998			
						To	NCL Victoria												
Lunenburg County																			
(726)	0.29	150	N			From	NCL Victoria							NA	NA	1998			
						To	Dead End												
(727)	0.50	6	R			From	SR 49							NA	NA	03/12/2001			
						To	Dead End												
(728)	0.50	40	R			From	55-604							NA	NA	03/19/2001			
						To	Dead End												
(729)	0.60	70	R			From	Dead End							NA	NA	03/19/2001			
						To	SCL KENBRIDGE												
Town of Kenbridge																			
(729)	0.20	100	R			From	SCL KENBRIDGE							NA	NA	03/19/2001			
						To	SR 40												
Lunenburg County																			
(730)	0.31	40	R			From	Dead End							NA	NA	04/30/2001			
						To	55-652												
(731)	0.30	70	R			From	Dead End							NA	NA	03/12/2001			
						To	SR 49												
(732)	0.60	30	R			From	Dead End							NA	NA	04/09/2001			
						To	0.60 MN Dead End												
(732)	1.00	110	R			From	55-622							NA	NA	04/09/2001			
						To	Dead End												
(733)	0.50	30	R			From	Dead End							NA	NA	04/19/2001			
						To	55-641												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(734)	1.25	780	G	98%	0%	1%	0%	1%	0%	C	0.093	F	0.534	780	G	2003
Town of Victoria																
(734)	0.95	450	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.614	450	G	2003
Lunenburg County																
(735)	0.60	20	R	From	55-622						NA			NA		04/09/2001
				To	Dead End											
(736)	0.52	120	R	From	Dead End						NA			NA		1998
				To	SR 40											
(737)	0.65	130	R	From	55-662 WEST						NA			NA		05/10/2001
				To	55-662 EAST											
(738)	0.11	40	R	From	Dead End						NA			NA		04/02/2001
				To	WCL VICTORIA											
Town of Victoria																
(738)	0.20	90	R	From	WCL VICTORIA						NA			NA		04/02/2001
				To	SR 40											
Lunenburg County																
(739)	0.35	50	R	From	0.35 MW 55-723						NA			NA		03/24/2001
				To	55-723											
(739)	0.50	60	R	From	Dead End						NA			NA		03/24/2001
				To	Dead End											
(740)	0.50	30	R	From	Dead End						NA			NA		03/12/2001
				To	55-622											
(741)	0.35	40	R	From	Dead End						NA			NA		04/09/2001
				To	55-662											
(742)	0.90	20	R	From	Dead End						NA			NA		03/12/2001
				To	55-702											
(743)	0.40	10	R	From	Dead End						NA			NA		03/19/2001
				To	SR 40											
(744)	0.60	40	R	From	Dead End						NA			NA		03/12/2001
				To	55-631											
(745)	0.25	20	R	From	55-622						NA			NA		03/12/2001
				To	Dead End											
(746)	0.10	210	R	From	SR 40						NA			NA		1998
				To	0.10 MN SR 40											
(746)	0.10	20	R	From	Dead End						NA			NA		05/03/2001
				To	Dead End											
(747)	0.25	30	R	From	Dead End						NA			NA		03/19/2001
				To	SR 137											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(748)	0.15	170	R			From	Dead End				NA		NA		03/14/2001
						To	SR 40								
Lunenburg County															
(749)	0.15	20	R			From	55-622				NA		NA		03/12/2001
						To	Dead End								
(750)	0.80	60	R			From	Dead End				NA		NA		03/15/2001
						To	US 360								
(751)	0.25	30	R			From	Dead End				NA		NA		03/15/2001
						To	55-685								
(752)	0.30	20	R			From	55-622				NA		NA		04/09/2001
						To	Dead End								
(753)	0.40	20	R			From	Dead End				NA		NA		03/19/2001
						To	SR 138								
(754)	0.35	30	R			From	SR 40				NA		NA		04/09/2001
						To	Dead End								
(755)	0.80	340	R			From	SR 40 SOUTH				NA		NA		1998
						To	SR 40 NORTH								
(756)	0.25	20	R			From	Dead End				NA		NA		03/27/2001
						To	55-646								
Town of Kenbridge															
(757)	0.11	210	R			From	Dead End				NA		NA		1998
						To	SR 40								
Lunenburg County															
(758)	1.50	48	R			From	55-683				NA		NA		03/15/2001
						To	Dead End								
(759)	0.80	80	R			From	Dead End				NA		NA		04/09/2001
						To	SR 40								
(760)	0.50	47	R			From	Dead End				NA		NA		03/12/2001
						To	55-630; 55-632								
Town of Kenbridge															
(761)	0.25	40	R			From	SR 40				NA		NA		03/27/2001
						To	NCL Kenbridge								
Lunenburg County															
(761)	0.45	40	R			From	NCL Kenbridge				NA		NA		03/27/2001
						To	Dead End								
(762)	0.15	48	R			From	SR 40				NA		NA		03/19/2001
						To	Dead End								
(763)	0.10	49	R			From	SR 40				NA		NA		03/19/2001
						To	Dead End								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Lunenburg County																	
(764)	1.65	100	R			From	Dead End								NA	NA	1998
						To	55-683										
(765)	0.20	40	R			From	Dead End								NA	NA	03/19/2001
						To	55-602										
(766)	0.60	40	R			From	Dead End								NA	NA	1998
						To	55-626										
(767)	0.80	40	R			From	Dead End								NA	NA	04/09/2001
						To	55-622										
(768)	0.50	80	R			From	Dead End								NA	NA	03/15/2001
						To	55-683										
(769)	0.35	60	R			From	55-629								NA	NA	04/09/2001
						To	Dead End										
(770)	0.19	100	R			From	Dead End								NA	NA	1998
						To	55-659										
(771)	0.81	40	R			From	Dead End								NA	NA	03/12/2001
						To	SR 49										
(772)	0.30	60	R			From	Dead End								NA	NA	03/27/2001
						To	55-710										
(775)	0.31	30	R			From	55-622								NA	NA	03/12/2001
						To	Dead End										
Town of Victoria																	
(1001)	0.05	650	R			From	55-1055								NA	NA	05/07/2001
						To	SR 40										
(1001)	0.08	850	G	94%	1%	1%	3%	2%	0%	C	0.094	F	0.577	840	G	2003	
						To	55-662										
(1001)	0.27	560	G	99%	0%	1%	0%	0%	0%	C	0.11	F	0.689	560	G	2003	
						To	55-1010										
(1001)	0.79	280	G	99%	0%	1%	0%	0%	0%	F	0.124	F	0.575	280	G	2003	
						To	55-653										
(1002)	0.07	1500	G	94%	1%	3%	1%	1%	0%	C	0.082	F	0.587	1500	G	2003	
						To	SR 40; SR 49										
(1002)	0.07	710	G	94%	1%	3%	1%	1%	0%	F	0.100	F	0.734	700	G	2003	
						To	55-662										
(1002)	0.08	610	G	94%	1%	3%	1%	1%	0%	F	0.152	F	0.708	600	G	2003	
						To	55-1020										
(1002)	0.61	260	G	94%	1%	3%	1%	1%	0%	F	0.093	F	0.519	260	G	2003	
						To	55-1019										
(1003)	0.21	160	R			From	55-1021							NA	NA	05/07/2001	
						To	55-1019										
(1003)	0.17	390	R			From	55-653							NA	NA	05/07/2001	
						To	55-653										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1004)	0.07	60	R			From	55-1021				NA		NA	NA	05/07/2001
(1004)	0.15	270	R			To	55-662				NA		NA	NA	05/07/2001
(1004)	0.22	160	R			From	55-1019				NA		NA	NA	03/24/2001
						To	Dead End								
(1005)	0.12	20	R			From	55-1035				NA		NA	NA	04/02/2001
(1005)	0.20	440	R			To	55-1041 Gap Terminus				NA		NA	NA	05/07/2001
						From	SR 49 Gap Terminus								
(1005)	0.18	140	R			To	55-1019				NA		NA	NA	03/24/2001
(1005)	0.06	47	R			From	55-1006				NA		NA	NA	03/24/2001
						To	Dead End								
(1006)	0.20	140	R			From	55-1001				NA		NA	NA	03/24/2001
						To	55-1005								
(1006)	0.15	100	R			From	55-1003				NA		NA	NA	03/24/2001
						To	55-1001								
(1007)	0.30	100	R			From	55-653				NA		NA	NA	03/24/2001
						To	SR 40 WEST								
(1008)	0.03	390	R			From	55-667				NA		NA	NA	05/14/2001
						To	55-1023								
(1008)	0.40	110	R			From	55-1023				NA		NA	NA	05/14/2001
						To	55-1022								
(1008)	0.03	290	R			From	SR 40 EAST				NA		NA	NA	05/14/2001
						To	55-1022								
Lunenburg County															
(1009)	0.61	90	R			From	55-734				NA		NA	NA	05/07/2001
						To	Dead End; Gap Terminus								
Town of Victoria															
(1009)	0.16	350	R			From	Dead End; Gap Terminus				NA		NA	NA	05/07/2001
						To	SR 40								
(1010)	0.06	60	R			From	55-1011				NA		NA	NA	04/17/2001
						To	55-1012; Gap Terminus								
(1010)	0.07	50	R			From	55-1014; Gap Terminus				NA		NA	NA	04/17/2001
						To	55-1001								
(1010)	0.20	90	R			From	55-1001				NA		NA	NA	03/24/2001
						To	55-1005								
(1010)	0.07	80	R			From	55-1004				NA		NA	NA	03/24/2001
						To	55-1004								
(1010)	0.08	80	R			From	55-1003				NA		NA	NA	03/24/2001
						To	55-1003								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1010)	0.10	40	R			From	55-1003					NA		NA	03/24/2001
						To	Dead End								
(1011)	0.08	450	R			From	SR 40					NA		NA	05/07/2001
						To	55-662								
(1011)	0.16	180	R			From	55-1019					NA		NA	05/07/2001
						To	55-1019								
(1011)	0.08	150	R			From	55-1010					NA		NA	05/07/2001
						To	Dead End								
(1011)	0.50	30	R			From	SR 40					NA		NA	04/17/2001
						To	55-1010								
(1012)	0.32	210	R			From	SR 40					NA		NA	04/24/2001
						To	55-1010								
(1013)	0.18	220	R			From	SR 40					NA		NA	04/24/2001
						To	55-1020								
(1013)	0.08	40	R			From	55-1019					NA		NA	04/24/2001
						To	55-1019								
(1014)	0.26	310	R			From	Dead End					NA		NA	03/24/2001
						To	55-1019								
(1014)	0.07	70	R			From	55-1010					NA		NA	03/24/2001
						To	55-1010								
(1015)	0.02	400	R			From	Dead End					NA		NA	05/14/2001
						To	SR 40								
(1015)	0.07	440	R			From	55-662					NA		NA	05/14/2001
						To	55-1020								
(1015)	0.08	140	R			From	55-1020					NA		NA	05/14/2001
						To	55-1020								
(1016)	0.14	120	R			From	55-1021					NA		NA	05/07/2001
						To	55-1020								
(1016)	0.08	140	R			From	55-1020					NA		NA	05/07/2001
						To	55-1019								
(1017)	0.20	230	R			From	55-662					NA		NA	03/24/2001
						To	SR 49								
(1018)	0.23	210	R			From	55-1021					NA		NA	04/02/2001
						To	55-1019								
(1019)	0.07	30	R			From	55-1011					NA		NA	04/17/2001
						To	55-1012; Gap Terminus								
(1019)	0.07	30	R			From	55-1013; Gap Terminus					NA		NA	04/17/2001
						To	55-1014								
(1019)	0.06	60	R			From	55-1001; Gap Terminus					NA		NA	05/07/2001
						To	55-1002; Gap Terminus								
(1019)	0.08	50	R			From	55-1005					NA		NA	05/07/2001
						To	55-1005								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
(1019)	0.16	190	R			From	55-1005							NA	NA	05/07/2001
(1019)	0.22	210	R			To	55-1003; Gap Terminus								NA	04/24/2001
(1019)	0.16	60	R			From	55-1046							NA	NA	04/24/2001
(1020)	0.03	20	R			From	Dead End							NA	NA	04/17/2001
(1020)	0.18	80	R			From	55-1011							NA	NA	03/24/2001
(1020)	0.20	130	R			From	55-1013							NA	NA	05/07/2001
(1020)	0.40	140	R			To	55-1015; Gap Terminus								NA	04/02/2001
(1020)	0.07	50	R			From	55-1002; Gap Terminus								NA	04/02/2001
(1020)	0.21	280	G	95%	1%	4%	0%	0%	0%	C	0.143	F	0.694	280	G	2003
(1021)	0.07	160	R			From	SR 49								NA	04/02/2001
(1021)	0.13	100	R			To	55-1016								NA	04/02/2001
(1021)	0.04	110	R			From	THIRTEENTH ST								NA	04/02/2001
(1022)	0.15	49	R			To	Dead End								NA	05/14/2001
(1022)	0.20	290	R			From	SR 40								NA	04/17/2001
(1022)	0.04	530	G	88%	1%	4%	1%	6%	0%	F	0.093	F	0.52	530	G	2003
(1024)	0.38	1100	G	88%	1%	4%	1%	6%	0%	C	0.095	F	0.505	1100	G	2003
(1024)	0.04	45	R			From	55-1047								NA	04/17/2001
(1024)	0.19	40	R			To	55-1036								NA	04/17/2001
(1024)	0.07	60	R			From	55-661								NA	04/17/2001
(1024)	0.32	100	R			To	SR 40; SR 49								NA	04/17/2001
(1025)	0.07	60	R			From	55-1040; Gap Terminus								NA	04/17/2001
(1025)	0.07	60	R			To	55-661; Gap Terminus								NA	04/17/2001
(1025)	0.06	49	R			From	55-1029								NA	04/17/2001
(1025)	0.32	100	R			To	SR 40; SR 49								NA	04/17/2001
(1026)	0.06	49	R			From	55-1047								NA	04/17/2001
(1026)	0.06	49	R			To	55-1042								NA	04/17/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1026)	0.06	90	R			From	55-1042				NA		NA	NA	04/17/2001
						To	55-1037; Gap Terminus								
(1026)	0.13	90	R			From	55-1028; Gap Terminus				NA		NA	NA	04/17/2001
(1026)	0.20	80	R			To	55-1031				NA		NA	NA	04/17/2001
(1027)	0.33	120	R			From	55-1042				NA		NA	NA	04/17/2001
						To	9TH ST; Gap Terminus								
(1027)	0.27	130	R			From	55-661; Gap Terminus				NA		NA	NA	04/17/2001
						To	55-1032								
(1027)	0.12	200	R			From	SR 40; SR 49				NA		NA	NA	04/17/2001
						To	55-661								
(1028)	0.32	230	R			From	55-1033				NA		NA	NA	04/17/2001
						To	SR 40; SR 49								
(1028)	0.05	420	R			From	55-1027				NA		NA	NA	04/17/2001
						To	55-734								
(1029)	0.19	110	R			From	55-1024				NA		NA	NA	04/17/2001
						To	55-1027								
(1030)	0.13	40	R			From	55-1027				NA		NA	NA	04/02/2001
						To	55-1025								
(1030)	0.07	70	R			From	55-734				NA		NA	NA	04/02/2001
						To	55-1028								
(1031)	0.19	50	R			From	55-1025				NA		NA	NA	04/02/2001
						To	55-1024								
(1031)	0.12	80	R			From	55-1028				NA		NA	NA	04/02/2001
						To	55-1027								
(1032)	0.07	20	R			From	55-1025				NA		NA	NA	04/02/2001
						To	55-1024								
(1032)	0.12	20	R			From	55-1028				NA		NA	NA	04/02/2001
						To	55-1025								
(1032)	0.12	50	R			From	55-1024				NA		NA	NA	04/02/2001
						To	55-1044								
(1033)	0.35	47	R			From	55-734				NA		NA	NA	04/02/2001
						To	55-1024								
(1033)	0.07	60	R			From	Dead End				NA		NA	NA	04/02/2001
						To	0.10 ME Dead End								
(1034)	0.10	30	R			From	55-662				NA		NA	NA	04/02/2001
						To									
(1034)	0.10	40	R								NA		NA	NA	1998

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
(1035)	0.09	90	R			From: Dead End					NA		NA	NA	04/02/2001
						To: 55-1008									
(1036)	0.04	9	R			From: Dead End					NA		NA	NA	04/17/2001
						To: 55-1025									
(1036)	0.12	110	R			From: 55-1024					NA		NA	NA	04/17/2001
(1037)	0.06	110	R			From: 55-1026					NA		NA	NA	04/17/2001
						To: 55-1025									
(1037)	0.11	220	R			From: 55-1025					NA		NA	NA	04/17/2001
						To: 55-1024									
(1037)	0.05	40	R			From: Dead End					NA		NA	NA	04/17/2001
(1038)	0.08	110	R			From: SR 40					NA		NA	NA	03/24/2001
						To: 55-662									
(1038)	0.09	47	R			From: 55-1020					NA		NA	NA	03/24/2001
(1039)	0.05	60	R			From: 55-734					NA		NA	NA	04/17/2001
						To: 55-1024									
(1039)	0.07	40	R			From: Dead End					NA		NA	NA	04/17/2001
(1040)	0.19	60	R			From: 55-1025					NA		NA	NA	04/17/2001
						To: Dead End									
(1041)	0.07	70	R			From: 55-1008					NA		NA	NA	04/02/2001
						To: 55-1005									
(1041)	0.16	70	R			From: Dead End					NA		NA	NA	04/02/2001
(1042)	0.20	280	R			From: 55-1027					NA		NA	NA	04/17/2001
						To: 55-734									
(1042)	0.05	160	R			From: 55-1024					NA		NA	NA	04/17/2001
(1043)	0.14	30	R			From: SR 49					NA		NA	NA	03/24/2001
						To: Dead End									
(1044)	0.11	49	R			From: Dead End					NA		NA	NA	04/02/2001
(1044)	0.05	80	R			From: SR 40; SR 49					NA		NA	NA	04/02/2001
						To: SR 40; SR 49									
(1045)	0.06	30	R			From: 55-1033					NA		NA	NA	04/02/2001
(1045)	0.06	30	R			From: 55-1019					NA		NA	NA	03/24/2001
						To: 55-1046									
(1046)	0.25	110	R			From: 55-1019					NA		NA	NA	03/24/2001
						To: 55-1045									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
(1047)	0.17	90	R			From:	55-1026						NA	NA	04/17/2001	
						To:	55-1024									
(1048)	0.05	60	R			From:	Dead End						NA	NA	04/02/2001	
						To:	SR 40									
(1049)	0.04	20	R			From:	55-1007						NA	NA	05/07/2001	
						To:	Dead End									
Lunenburg County																
(1050)	0.14	46	R			From:	Dead End						NA	NA	03/24/2001	
						To:	55-726									
Town of Victoria																
(1055)	0.33	250	R			From:	55-661						NA	NA	05/10/2001	
						To:	55-1001									
Town of Kenbridge																
(1101)	0.41	280	R			From:	55-1123						NA	NA	04/30/2001	
						To:	55-1111									
(1101)	0.37	530	G	96%	0%	2%	1%	1%	0%	F	0.115	F	0.664	520	G	2003
(1101)	0.32	690	G	96%	0%	2%	1%	1%	0%	F	0.094	F	0.627	680	G	2003
(1101)	0.06	1100	G	96%	0%	2%	1%	1%	0%	C	0.107	F	0.505	1100	G	2003
(1101)	0.31	920	G	96%	0%	2%	1%	1%	0%	F	0.101	F	0.678	910	G	2003
						From:	SR 40 EAST									
						To:	SR 40 WEST									
(1102)	0.14	110	R			From:	55-653						NA	NA	03/29/2001	
						To:	55-1117									
(1103)	0.15	110	R			From:	55-1101						NA	NA	04/30/2001	
						To:	55-1108									
(1104)	0.11	120	R			From:	SR 40						NA	NA	03/27/2001	
						To:	55-1114 NORTH									
(1104)	0.06	40	R			From:	55-1114 SOUTH						NA	NA	03/27/2001	
						To:	Dead End									
(1105)	0.13	90	R			From:	55-1107						NA	NA	03/29/2001	
						To:	55-1106									
(1105)	0.10	80	R			From:	55-1125						NA	NA	03/29/2001	
						To:	55-1128									
(1106)	0.15	430	R			From:	55-637						NA	NA	03/29/2001	
						To:	SCL KENBRIDGE									
(1107)	0.14	300	R			From:	55-637						NA	NA	03/29/2001	
						To:	Dead End									
(1108)	0.03	30	R			From:	55-1110						NA	NA	04/30/2001	
						To:	55-1121									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
(1108)	0.24	340	R			From	55-1121							NA	NA	04/30/2001
						To	55-1117									
(1109)	0.16	260	R			From	55-1126							NA	NA	04/30/2001
						To	SR 137; SR 138									
(1109)	0.07	170	R			From	55-1108							NA	NA	04/30/2001
						To	55-1108									
(1110)	0.18	280	R			From	55-1101							NA	NA	04/30/2001
						To	55-1108									
(1110)	0.05	90	R			From	55-1108							NA	NA	04/30/2001
						To	55-1112									
(1111)	0.14	390	R			From	SCL KENBRIDGE							NA	NA	04/30/2001
						To	SR 137; SR 138									
(1112)	0.07	60	R			From	Dead End							NA	NA	04/30/2001
						To	55-1110; Gap Terminus									
(1112)	0.15	40	R			From	Dead End; Gap Terminus							NA	NA	04/30/2001
						To	55-1121									
(1112)	0.06	200	R			To	SR 40							NA	NA	04/30/2001
						From	SR 40									
(1113)	0.10	500	R			To	55-1101							NA	NA	05/17/2001
						From	55-1101									
(1113)	0.09	140	R			To	55-1115							NA	NA	05/17/2001
						From	55-637									
(1114)	0.39	510	G	94%	0%	4%	1%	1%	0%	C	0.099	F	0.608	500	G	2003
						To	SR 40									
(1115)	0.06	880	R			From	SR 40							NA	NA	04/30/2001
						To	55-1116									
(1115)	0.13	180	R			From	55-1116							NA	NA	05/07/2001
						To	55-1117									
(1116)	0.06	140	R			From	SEVENTH AVENUE							NA	NA	05/07/2001
						To	55-1101									
(1116)	0.08	650	G	93%	1%	4%	0%	1%	0%	C	0.110	F	0.565	640	G	2003
						To	55-1115									
(1116)	0.15	290	G	93%	1%	4%	0%	1%	0%	F	0.102	F	0.6	290	G	2003
						To	55-1102									
(1117)	0.18	280	R			From	NORTH STREET							NA	NA	05/07/2001
						To	55-1132									
(1117)	0.05	290	R			From	55-1132							NA	NA	05/07/2001
						To	55-1102									
(1117)	0.22	120	R			From	55-1102							NA	NA	05/07/2001
						To	55-1136									
(1118)	0.08	330	R			From	55-637							NA	NA	05/07/2001
						To	55-1124									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(1118)	0.08	230	R			From: 55-1124					NA		NA		05/07/2001
						To: 55-1119									
(1119)	0.15	200	R			From: 55-1114					NA		NA		05/07/2001
						To: SR 40									
(1120)	0.28	160	R			From: 55-1114					NA		NA		03/27/2001
						To: Dead End									
(1121)	0.07	200	R			From: SR 137; SR 138					NA		NA		04/30/2001
						To: 55-1108									
(1121)	0.05	100	R			From: 55-1112					NA		NA		04/30/2001
						To: 55-1112									
Lunenburg County															
(1122)	0.27	70	R			From: Dead End					NA		NA		03/27/2001
						To: 55-1129									
Town of Kenbridge															
(1123)	0.09	210	R			From: 55-1101					NA		NA		04/30/2001
						To: SR 137; SR 138									
(1124)	0.14	350	R			From: 55-1114					NA		NA		05/14/2001
						To: SR 40									
(1125)	0.08	120	R			From: 55-1105					NA		NA		03/29/2001
						To: 55-637									
(1125)	0.08	290	R			From: 55-1124					NA		NA		03/29/2001
						To: 55-1105									
(1126)	0.15	1000	R			From: 55-1109					NA		NA		04/30/2001
						To: SR 40									
(1127)	0.07	50	R			From: SR 137; SR 138					NA		NA		04/30/2001
						To: NCL KENBRIDGE									
(1128)	0.10	460	R			From: 55-1106					NA		NA		03/29/2001
						To: Dead End									
Lunenburg County															
(1129)	0.20	120	R			From: 55-637					NA		NA		03/27/2001
						To: 55-1122									
Town of Kenbridge															
(1130)	0.06	220	R			From: 55-1126					NA		NA		04/30/2001
						To: 55-1101									
(1131)	0.09	30	R			From: 55-1142					NA		NA		03/29/2001
						To: 55-1138									
(1131)	0.05	290	R			From: SR 40					NA		NA		03/29/2001
						To: 55-1116									
(1132)	0.12	110	R			From: 55-1117					NA		NA		05/07/2001
						To: 55-1117									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(1133)	0.07	40	R			From	55-1133				NA		NA	NA	03/27/2001
(1133)	0.11	140	R			To	55-1134				NA		NA	NA	03/27/2001
(1134)	0.14	110	R			To	55-637				NA		NA	NA	03/27/2001
(1135)	0.31	190	R			From	Dead End				NA		NA	NA	03/29/2001
(1136)	0.09	140	R			To	55-1133				NA		NA	NA	03/29/2001
(1137)	0.08	40	R			From	55-1117				NA		NA	NA	03/27/2001
(1138)	0.06	80	R			To	55-653				NA		NA	NA	03/29/2001
(1139)	0.06	310	R			From	Dead End				NA		NA	NA	03/29/2001
(1139)	0.19	300	R			To	55-1133				NA		NA	NA	03/29/2001
(1140)	0.04	80	R			From	Dead End				NA		NA	NA	03/29/2001
(1141)	0.14	50	R			To	55-1131				NA		NA	NA	03/29/2001
(1142)	0.22	40	R			From	55-1142				NA		NA	NA	05/14/2001
(1142)						To	SR 40				NA		NA	NA	
(1201)	0.30	90	R			From	SR 137				NA		NA	NA	03/19/2001
(9446)	0.11	NA				To	Dead End				NA		NA	NA	
(9924)	0.15	230	R			From	55-622				NA		NA	NA	1998
(9925)	0.05	680	R			To	WEST END ELEM SCHOOL				NA		NA	NA	
(9925)	0.05	50	R			From	55-707				NA		NA	NA	1998
(9925)						To	LUNENBURG JR HS				NA		NA	NA	
(9925)						From	SR 40				NA		NA	NA	1998
(9925)						To	CENTRAL HIGH SCH				NA		NA	NA	1998
(9926)	0.10	100	R			From	55-663				NA		NA	NA	1998
(9926)						To	KENBRIDGE PRIM SCH				NA		NA	NA	